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| 25X1 | | | | | | |
| 1. | Between 10 and | d 23 February 1953 | 3, MiG-15: wer | e observe | d flying over Bra | nndenhura |
| 25X1 | almost every | day, even on Sunda | ys. | | | morrow over 6 |
| 2. | The following | air activity and | -4 man -64 | | | |
| | narmeen to tes | oruary and 15 Marc | a 1953: | | | |
| 25X1 | 26 February | Between 1:30 and | 4350 n.m. sc | me flight | s were made by in | dividual nlames. |
| | and the state of the state of | * A LMA-TOB OT PUG | alert Illent | WATE DOT | kan at the minimi | r meand Cir |
| | control static | 3-15s were apart. | About 10 Mig- | 15s were | observed in front | of the flight |
| | 27 February . | Between 11:30 a.m. | and 4:30 p.r | indivi | dual flights were | made by nlenge |
| | 27 February Between 11:30 a.m. and 4:30 p.m., individual flights were made by planes which remained aloft for about 35 minutes. There was sunny weather. During the air | | | | | |
| • | desired, was superstructures of the new radio installations in Jacon (forest sub- | | | | | |
| | district) 12 rotated alternately. At 9 a.m., 12 MiG-15s were parked at the runway and 13 MiG-15s in front of the flight control station. | | | | | |
| | | | nt control st | ation. | | (forest sub- the runway and |
| | 28 February. F | 3etween 11:30 a.m. | nt control st | ation. . some te | tamoffa wara made | (forest sub- |
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Approved For Release 2003/12/18: CIA-RDP80-00810A001100850006-0 25X1 25X1 SECRET ... 2 ... which remained aloft for 20 to 30 minutes. After 7 p.m., a searchlight was in operation. 11 March. Between 10 a.m. and 7 p.m., only a few flights were made although there was sunny weather as on the preceding day. After the take-off, the planes departed and were not observed over the field. During the air activity, the radar set in Jagen 12 rotated. the first time that a sentry equipped with 25X1 field glasses was posted near the set. 12 March, Between 9:45 a.m. and about 8 p.m., there was very intensive air activity. A total of 80 to 100 soldiers, arranged in groups of 8 to 12 men, watched the flying planes. 14 March. At 9:30 a.m., 14 MiG-15s 25X1 were parked at the 25X1 Between 9:10 a.m. and 4 p.m., there was intensive air activity. The planes took off and landed individually. At 8 a.m., two trucks each loaded with 25 soldiers approached the runway. There, the soldiers observed the air activity standing close to the aircraft. 15 March. Between 10:20 a.m. and 2 p.m., high-altitude flights were made over Brandenburg. Vapor trails were distinctly observed. There was fair and sunny weather. Radar sets were observed for the first time on the edge of the field after 5 March. They were continuously in operation. 25X1 Between 3 and 4 p.m. on 10 March, several single-engine planes with radial engines were observed over Brandenburg. One plane landed at Briest airfield. This aircraft type had not been previously observed at Arado or Briest airfield. Similar planes were observed over Brandenburg on 11 and 12 March. Between 11 a.m. and noon on 14 March, a MiG-15 from Briest airfield practiced flying. The plane dived and subsequently flew a looping. Then, it dived again and subsequently climbed while 25X1 turning once around its longitudinal axis. 25X1 Comment. Brandenburg-Briest airfield is occupied by a fighter regiment which 25X1 is equipped with about 25 MiG-15s. 25X1 Previously, radar stations of this type were only observed at airfields occupied by a fighter division headquarters. Since recently it appears that such radar stations are also located at airfields which are occupied by fighter regiments. Newly arrived radar sets were

> 25X1 SECRET

also observed at Koethen airfield.